

DISTRICT 12 PLAN 1983

Saint Anthony Park-West Midway

District Council Approved

April 1983

City of Saint Paul



DIVISION OF PLANNING · DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT · CITY OF SAINT PAUL  
CITY HALL ANNEX · 25 WEST FOURTH STREET, SAINT PAUL, MINNESOTA, 55102 · TELEPHONE 612-292-1577

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PLANNING DIVISION  
DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT  
1100 CITY HALL ANNEX  
SAINT PAUL, MINNESOTA 55102  
612-292-1577

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## CREDITS

### PLANNING TASK FORCE

Greg Haley  
JoAnne Rohricht  
Stewart McIntosh  
Jack Kemp  
Kathleen Clark  
Robert Bacon  
Bill Huestis  
Ann Lutz  
Brad Rinsem  
Charles P. McCann  
Joe McAnally  
Carlton C. Qualey  
Sherm Eagles  
Ray Bryan  
Mike Baker  
John Rutford  
Dennis McGovern  
Margaret Synder

Anne Copeland, Community Organizer

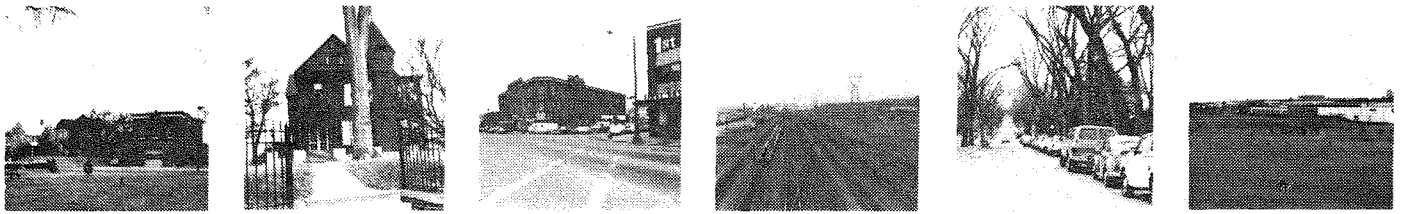
### ADMINISTRATION AND POLICY DIRECTION

James Bellus, Director,  
Department of Planning & Economic  
Development  
Peggy Reichert  
Larry Soderholm, Principal Planner

### PLANNING AND RESEARCH

Roger Ryan and Katy Sears Lindblad

# DISTRICT 12 PLAN 1983



## Introduction

The District 12 Plan 1983 was developed primarily by the physical and social committees of the Community Council during the winter of 1982-1983. Working with city staff, the 1978 District Plan was reviewed and updated to guide future efforts of the community.

## Main Points

1. District 12 encompasses a diversity of residences, businesses, and industries, often within close proximity of each other.
2. Major employers in the West Midway industrial area, and the adjacent University of Minnesota campus, have strong influences on the area, its residents, and its issues.
3. Residents and employers recognize the substantial assets the area has to offer.
4. Conflicts between land uses, along major transportation routes, with on-street parking, and with overcrowded housing units are the most significant and persistent issues.

## Recommendations

1. In the area between the major east-west railroad lines, develop medium-to-high-density housing between Highway 280 and Raymond Avenue, and industrial uses east of Raymond.

2. Maintain the current boundaries between residential and industrial land uses in South St. Anthony Park.

3. Complete the Kasota Avenue extension and the Transfer Road extension.

4. Redesign Raymond Avenue in the residential area of South St. Anthony Park and in North St. Anthony Park at Cleveland.

5. When Kasota extension is completed, remove Como truck route designation.

6. When Raymond Avenue is rebuilt in South St. Anthony Park, remove truck route designation from Raymond and place on Hampden.

7. The area bounded by Eustis, Como and Carter should be given the highest priority for residential street paving.

8. Reestablish the Residential Permit Parking Ordinance in North St. Anthony Park.

9. Develop the east side of Fifield Street between Brewster Street and Como Avenue with housing, unless the school district uses the property.

10. Encourage private development of low-to-medium density housing west of Baker School.

11. Replace wooden street lighting poles with lantern poles in St. Anthony Park southwest of Como Avenue.

12. Install sound barriers along Highway 280 where residents desire.

13. Buffer North St. Anthony Park houses from Kasota and transitway traffic noise.

14. Work with the city to improve sidewalks, boulevards, signage, lighting, landscaping, etc.

15. Investigate the need for additional off-street parking, to serve the University Avenue corridor.

16. Pursue solutions to the parking problem along Como Avenue.

17. Develop vacant Energy Park, Sussel, and Admiral Merchant property for commercial and industrial uses.

18. Provide insurance coverage to parks and recreation volunteers.

19. Work with Parks and Recreation to solve the erosion problem at College Park.

20. Monitor city recreational programming and resources committed to District 12 youth, encouraging the development of supplemental neighborhood resources, as appropriate.

21. Retain the St. Anthony Park Library.

22. Keep Murray as a junior high school.

23. Sponsor increased contact and communication between police officers and community residents.

24. Encourage and maintain the district's Crime Watch Program.

25. Work with service providers to improve services to the elderly.

26. Monitor the need for additional day care facilities in the district.

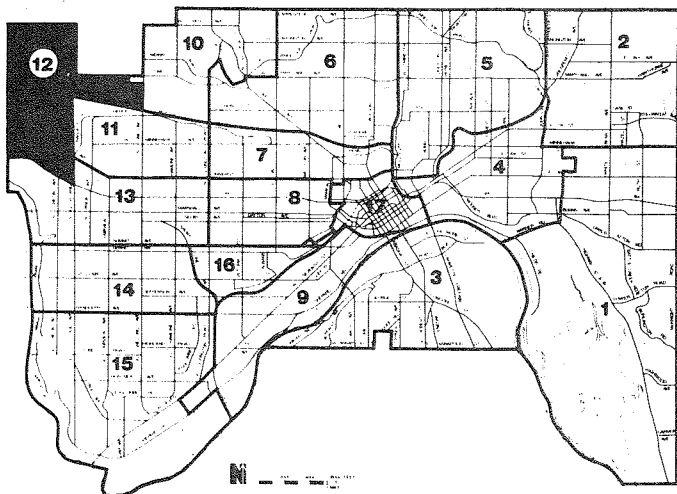
27. Keep the Latchkey program in the community.

28. Maintain and update the District 12 neighborhood health and social services directory.

## INTRODUCTION

Located in the northwestern corner of St. Paul, District 12 is bounded on the east by the St. Paul campus of the University of Minnesota and by Districts 10 and 11, on the south by District 13, on the west by the Minneapolis border, and on the north by Lauderdale and Falcon Heights. It is home to about 7,000 residents, plus numerous businesses and industries.

FIGURE A DISTRICT LOCATION MAP



The residential sector of the district is divided into two distinct communities. The northern part, North St. Anthony Park, is an established, stable community with a close interrelationship with the University of Minnesota. South St. Anthony Park, in the central part of the district, is a smaller "neighborhood" community in the final stages of a successful redevelopment and rehabilitation program. These two areas are divided by a quarter-mile-wide band of railroad tracks, forming a striking physical barrier to residential interaction.

The third major subdivision of the district is a mixture of commercial and industrial uses often referred to as the West Midway District. It lies to the south and east of the residential areas, is served with excellent access to highways and railroads, and is centrally located in the metropolitan area. Because of these advantages, West Midway has a predominant role in the economy of the Twin Cities.

This plan was developed in 1978 and updated in 1983 by the District 12 Community Council, an elected group of residents and business persons from all parts of the district.

## HISTORY

In 1873, Horace W.S. Cleveland was employed to design an attractive residential area of country estates. Cleveland detested "blind adherence to geometric rules" and thus, using the rolling landscape and irregular terrain, designed the streets to follow the natural contours of the land. People who built homes here were attracted by the park-like qualities of the area and the chance to get away from the two growing cities nearby. Thus, the first development of St. Anthony Park began.

The community was named in 1872, recognizing its link with the Village of St. Anthony (Minneapolis). By 1887 the community was annexed to the City of St. Paul. The growth that appeared in this early period was due to a number of factors. The area was early recognized as an ideal center for transferring goods from one settlement to another, and beyond to more distant trading posts, markets, and supply centers. Some chose to move away from the river to live on higher ground and to homestead farms. As the railroads were developed in the 1880s, settlements grew up along the tracks much as they had near the waterways. The Farm Campus of the University of Minnesota was also responsible for encouraging new growth in the area. There were "quick steam transit" and electric lines between the Twin Cities, and transit to the State Fairgrounds via an electric line on Langford (now Como) Avenue.

The area was predominantly single-family homes; by the time it was annexed, there were 60 families living north and south of the railroad tracks. Prominent citizens like Governors McGill and Marshall and Secretary of State Liggett built homes in the area at this time.

## THE COMMUNITY TODAY

With the stringing of electric lines for home lighting in 1901 and the addition of sewers in 1911, more home building occurred. In fact, the majority of the homes in the area were built between 1900 and 1929. Along with home builders came schools, churches, and such social services as local police and a post office. The library, for example, was built at Como and Carter in 1917.

In general, the north side of the tracks showed more residential development because of the early commercial and industrial development on the south side. In the early 1900s, industrial growth boomed; in fact, it doubled between 1920 and 1930. As early as 1923, residents in South St. Anthony Park were concerned about Baker School being surrounded by industry.

This industrial presence is still felt, especially to the south of the tracks. Development of Highways 280 and I-94 removed some housing along the edges of the neighborhood and added to the sense of isolation. Starting in 1969, area residents, working through the Project Area Committee, made use of federal funds to plan and redevelop a community where residential neighborhoods and the industrial area could exist together.

In 1975, a citywide forum of citizens met to develop a process for citizen participation. The St. Anthony Park Association, South St. Anthony Park Association (former PAC) and Midway Civic and Commerce Association formed a federation. Their combined area of concern was designated District 12, one of 17 such districts in the City of St. Paul.

As with all communities in central cities, District 12 has undergone changes in population and housing. Between 1970 and 1980, the district lost 12.6% of its total population. This decline reflects a general trend throughout the city, but is expected to moderate. During this same decade, the number of households in the district has increased 4.5%, as the citywide trend toward smaller household size shows its effect in the district. The three areas of the district are described in more detail below.

### North St. Anthony Park

North St. Anthony Park's population increased by more than 16% between 1960 and 1970, one of very few city areas to do so. This gain in population in the northern part of District 12 was partially offset during the subsequent decade, as its population decreased 6.5% between 1970 and 1980.

The area has long been a home for students and professors of the University of Minnesota. North St. Anthony Park's households are still predominantly comprised of families, although there is now a mix of transient students, young families, and long-time residents. About one-third of the area's residents are college students. A number of former students have enjoyed the area enough to remain, purchase homes, and raise families after their college years. Median household income in North St. Anthony Park was about \$400 above the citywide level in 1979.

The mix of owner-occupied and rental housing has remained stable in North St. Anthony Park between 1970 and 1980. The area's lower owner-occupancy rate (47%), compared to that of the city (53%), points to the influence of the University.

Homes became more valuable in North St. Anthony Park between 1970 and 1980, both in current dollars and constant 1970 dollars. ("Current dollars" are values reported at the time the Census is taken; "constant 1970 dollars" are the 1980 values adjusted for inflation.) In constant 1970 dollars, home value rose 27% in North St. Anthony Park between 1970 and 1980, while the citywide increase was only 22%.

#### South St. Anthony Park

In South St. Anthony Park, there is also a concentration of students, though the population is generally older and more apt to be renters than in the northern part of the district. College students comprise 22% of the South St. Anthony Park population. The population dropped by almost 15% between 1960 and 1970 and again by 20.5% between 1970 and 1980.

In spite of the decrease in population, South St. Anthony Park has experienced an increase of 17% in housing units between 1970 and 1980. Accompanying this experience has been a dramatic rise in the proportion of rental housing units, from 57% in 1970 to 71% in 1980. Most of this shift is no doubt due to the opening of the Hampden Square Apartments and the Seal Hi-rise. Median household income in South St. Anthony Park was almost \$6,000 below the city in 1979, reflecting both the student population and elderly living in the Seal Hi-rise.

South St. Anthony Park experienced substantial increase in home value between 1970 and 1980. In constant 1970 dollars, its 45% increase in home value was more than double the citywide increase of 22%.

#### West Midway

A large proportion of District 12 land is devoted to industrial use. The West Midway industrial loop has undergone tremendous changes in the past 20 years, before, during, and after the years of the Neighborhood Development Program. Industries have expanded and modernized to reverse the trend of exodus from an area that was growing obsolete. There is still a strong demand for land here and in the newer Midway Industrial Park along Transfer Road.

The original 1978 District 12 Plan recommended commercial and industrial development on the underutilized land along the east-west railroad lines between Raymond and Snelling, in conjunction with the extensions of Kasota Avenue and Transfer Road. This recommendation has evolved to become part of the city's Energy Park. Thirty-five acres of vacant District 12 industrial land are to be developed as part of Energy Park and district residents are proud of the role they played in the creation of this innovative, energy-related industrial development.

With the completion of Highway I-94 in 1968, University Avenue was replaced as the major traffic carrier between the downtown areas, but a recent study shows that businesses and industries have adapted surprisingly well to this and other changes. Consolidations have increased, and turnover and vacancies have declined. West Midway remains a significant commercial/industrial center in the metropolitan area.

#### CITIZEN PARTICIPATION

Fifteen delegates and six alternates are elected to the District 12 Community Council in the spring of each year. The North St. Anthony Park neighborhood, the South St. Anthony Park neighborhood, and the Midway business and commerce area elect equal numbers of representatives. In addition, two University of Minnesota representatives, one staff member and one student, are non-voting members of the council.



The council has two standing committees, Physical and Human Services, that gather and study data, propose solutions to identified problems and review plans and projects. They present their findings to the full council for further direction, action, and/or implementation. All meetings of the council and its committees are announced in advance and are open to the public. The council also sponsors Town Meetings to provide a public forum for discussion of issues and concerns of district residents.

The original District 12 1978 Plan resulted from the work of an ad hoc district planning committee, assisted by city planning staff. By the Fall of 1982, the district council felt the need for an update of this 1978 document. In November 1982, a District 12 task force met to determine a timeline for updating the plan. Two subcommittees were formed and met in December 1982 to recommend changes, which City Planning Division staff then drafted into an updated version of the plan. This draft was reviewed and revised in February 1983 and approved by the District 12 Community Council in April, 1983.

#### Past Accomplishments

The 1978 District 12 Plan made 68 recommendations. Some of the recommendations are ongoing, such as maintaining the boundaries between residential and industrial land uses in South St. Anthony Park. Some of the recommendations the Council is still working to accomplish. The following are some of the most important recommendations which have been accomplished.

#### Development

Townhouses were built on the eastern part of the Ellis site; additional townhouses are expected to be built on the northern part in 1983. Baker School was rehabilitated and converted for offices and commercial use. Townhouses were built at Fifield and Brewster.

#### Streets and Parking

Fifield Street was paved, giving additional access to high density housing along Brewster Street, enabling new townhouses to be built on the west side of the street, and opening the possibility of additional housing on the east side of the street.

Hampden was paved between Hersey Street and University Avenue, completing a bypass road around the South St. Anthony Park neighborhood.

The Kasota extension has been funded and development is now underway.

A successful experimental permit parking program was begun in North St. Anthony Park. On-street parking changes along Territorial Road near the South St. Anthony Park Recreation Center were completed.

#### Social

Langford Park improvements were completed; Green Grass Park improvements are funded.

The district now has a directory of services available to residents.

#### MAJOR GOALS

The following goals will serve as guidelines for future action by the District 12 Community Council. The District Plan that follows will recommend changes in the community that support these goals.

- 1.To develop and maintain a socially and economically balanced district which can accommodate a variety of business and family types, offering a full range of choice, and allowing for change, growth, and expansion over time.

- 2.To provide community services, open spaces and facilities as necessary not only to upgrade existing

programs available to present citizens, but able to attract and serve new residents and businesses.

3.To provide for a rich mixture of activities including not only housing and local services, but major opportunities for the development of recreation facilities, business and industry.

4.To facilitate the formation of responsive community institutions, a degree of local self-determination, and a rich internal community life, all to a degree consistent with the broader public interest and government prerogatives.

5.To provide for and encourage community participation and information exchange in all areas.

6.To provide for an ongoing, adaptive planning process.

7.To develop and promote a program for community self-reliance as one of the criteria used in decision-making relevant to District 12.

#### USE OF THE PLAN

The District 12 Plan 1983 is intended to update the 1978 plan. Elements of the earlier version, which are still pertinent in light of current conditions have been carried over. Thus, while the previous plan provides valuable information and establishes a starting point, the 1983 plan should be considered the working document.

Obviously, this plan can be used in many ways by persons with different areas of concern. The most important part is the series of recommendations

that is printed in italics throughout the report and numbered consecutively for easy reference. Those interested in the "meat" of the plan should look for these italicized portions. The Plan Brief, at the front of this booklet, states the recommendations that are most important to district residents at this time. For a statement of the existing situation that resulted in the recommendation, read the summary of the problem or need just ahead of the proposal. If you have further questions, please call any of the committee or council members listed in the credits at the beginning of the plan or the District Council Office.

The District 12 Community Council, as the recognized representative, will use this plan as a resource for dealing with the problems identified. Community leaders will undoubtedly come and go, but it is hoped that this plan will prove useful for at least several years. Conditions will change, and at some point this plan, as with all others, will again require updating. District organizations (St. Anthony Park Association, South St. Anthony Park Association, Midway Civic and Commerce Association) will also find support and direction for their activities.

City departments and operating agencies and other responsible parties should use this plan in programming capital improvements and assigning staff to work with the community. The plan update will be submitted to the St. Paul Planning Commission and City Council for their careful consideration and adoption as an amendment to the Comprehensive Plan of the city. District plans have been used and will continue to guide a wide variety of public actions.

The overall expected result of the plan is to have the parties responsible for action make commitments to fulfill the recommendations.

## PHYSICAL DEVELOPMENT

### LAND USE AND ZONING

#### Objectives

A. Define appropriate boundaries between conflicting land uses to consolidate and buffer residential and industrial areas.

B. Change zoning regulations to enable student housing to better fit into residential neighborhoods.

C. Eliminate land use conflicts resulting from isolated residential areas.

#### North-South Residential Link

The 1978 District Plan proposed that a medium to high density housing development be created between Highway 280 and Raymond and the two Burlington Northern Railroad tracks. The Planning Division completed a feasibility and marketability study of the proposed development along with a comparison of continued industrial reuse. The study concluded that moderate cost rental housing, cooperatives, or mixed rental and ownership units could be built on the site and rented and sold but that the costs to acquire the land and construct the development were too costly without significant subsidy. In 1981, the Planning Commission determined that the residential use was not feasible and that the area should remain industrial.

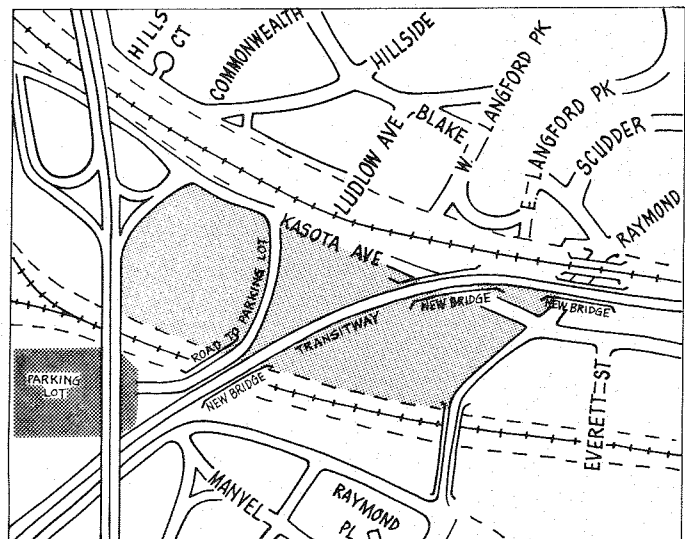
Since the Planning Commission's last review, the H.B. Fuller Company has had preliminary discussions with the Port Authority on securing bond money to construct an addition to the manufacturing plant and may proceed later in 1983. The transitway, running

between Minneapolis and St. Paul campuses, and the extension of Kasota Avenue, has been funded by the federal government and design and acquisition are now underway. The proposed design of the roadway and transitway are shown on Figure B.

District 12 residents still feel strongly that a residential development linking North and South St. Anthony Park neighborhoods can have a great impact on the future of the community. Housing in the area would knit the two neighborhoods together, provide a wide diversity of housing, and strengthen the community's commercial areas.

*1. The city should commit to a residential development between St. Anthony Park and South St. Anthony Park, with medium-to-high-density housing between Highway 280 and Raymond Avenue and industrial uses east of Raymond as part of Energy Park.*

FIGURE B NORTH-SOUTH RESIDENTIAL LINK



The council has discussed strengthening the north-south residential linkage by means of a recreational trail. Such a trail would encourage both pedestrian and bicycle flow between the two areas.

*2. A recreational trail between Langford Park and Green Grass (Hamden) Park should be developed.*

Land Use - North St. Anthony Park  
The residential area of North St. Anthony Park, north of the old Northern Pacific railroad tracks, is generally sound and well established. The few opportunities to change land use are identified in the Housing Development Plan. Seven vacant land sites are suggested for development at modestly higher densities, with duplexes, townhouses, or apartments. Four redevelopment sites are identified for housing, but two sites, Murray School and Field, are suggested for housing only as a last resort. Continued school use is preferred. The district council anticipates few changes beyond these eleven sites.

Student housing, however, continues as an issue in the neighborhood. In 1979, a sorority was granted a special condition use permit to move from a house on Raymond Avenue to a house on Cleveland Avenue across from the University of Minnesota campus. The new location of the sorority met the criteria of the zoning ordinance, but generated much discussion and debate among neighbors, council members, and Planning Division staff. The district council and Planning staff agreed to study student housing for possible amendments of the zoning code. The council believes the study should now go forward.

*3. The Planning Division should study the existing zoning regulations pertaining to student housing and propose amendments which will enable student housing to better fit into the neighborhood. The following changes to the zoning code should be considered:*

- a. Define student housing and permit it only within 250 feet of the school boundaries;*
- b. Re-evaluate the number of off-street parking spaces required;*
- c. Limit the maximum number of students by building or lot size;*
- d. Require open space and buffering;*
- and*

*e. Fix the boundaries of the school campuses so that the regulation requiring student housing to be within 250 feet of the campus may more easily be applied.*

Land Use - South St. Anthony Park  
South St. Anthony Park has been characterized throughout its history by land use conflicts between residential and industrial uses. The core residential area was solidified by rehabilitation, spot acquisitions and new construction during the Neighborhood Development Program (NDP) from 1969 to 1975. NDP-related activity continues into 1983 as several parcels of land were sold and developed for housing and business.

Though the boundaries between residential and industrial uses in several places are unbuffered, the residential area has been solidified by new construction on the eastern and southern borders. When the remaining housing is constructed at Baker School and Ellis almost this entire area north of Territorial Road and west of the Long Avenue cul-de-sac will be residential.

*4. Maintain the boundaries between residential and industrial land uses in South St. Anthony Park.*

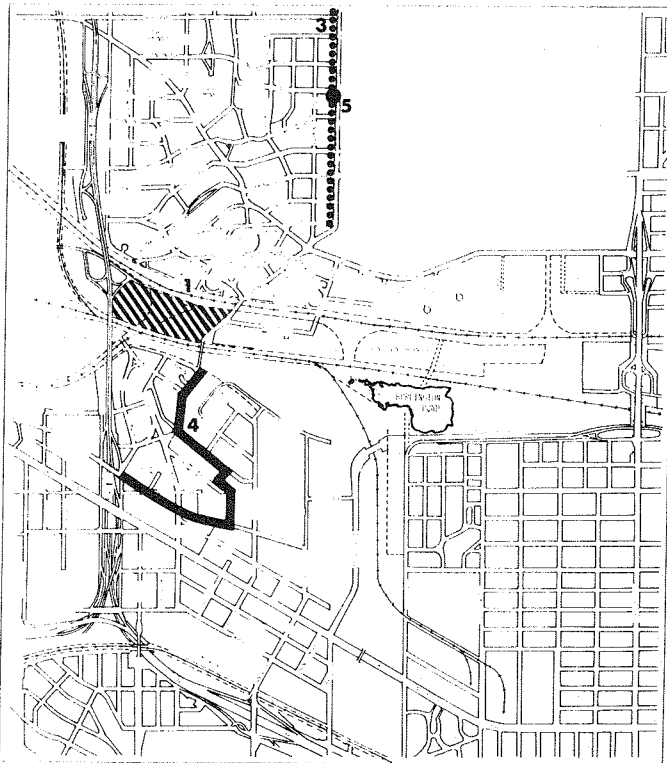
#### Zoning

Zoning provides for orderly development by minimizing conflicts between incompatible land uses. A change in zoning will allow for new construction or ownership to adjust to the requirements of the new zone, but will not directly affect the present land use. Recommending a change in zoning is thus a more gradual approach than proposing a change in land use.

The commercial buildings along the west side of Cleveland Avenue immediately south of Buford are currently zoned RM-1, a multiple-family residential classification. These businesses provide valuable services to the neighborhood and the campus, and should be allowed to continue indefinitely.

*5. Businesses at Cleveland and Buford should initiate a rezoning petition to change the existing commercial building from RM-1 to a B-2 zone.*

FIGURE C LAND USE AND ZONING



- 1 Build north-south residential link.
- 3 Change student housing zoning regulations.
- 4 Maintain residential/industrial boundaries.
- 5 Rezone business from RM-1 to B-2.

Four existing residential areas are isolated by freeways, railroads, and/or industries from the core residential areas. Three of these areas (Everett Court, Curfew Street, and Cromwell Avenue) are presently zoned for industrial uses and should properly remain so. The fourth area, the nine properties along Eustis Street north of Territorial Road, are designated RM-2, multiple-family residential. While the long-term future of this block appears to be industrial, the need for a change in zoning is not so urgent to warrant such a recommendation at this time.

## TRANSPORTATION

This section considers all modes of getting from one place to another, both through the neighborhood and within it--cars, trucks, buses, bicycles, walking, and railroad trackage. The various modes of transportation should be safe, convenient, comfortable, and compatible with a high-quality residential environment.

### Objectives

A. Clearly distinguish local streets from collector and arterial streets, and discourage the use of local streets for through traffic.

B. Develop direct connections in the network of major streets to eliminate circuitous routings and needless delays.

C. Minimize the negative impacts of arterial street traffic on the facing houses.

D. Develop new truck routes to eliminate truck traffic on residential streets.

E. Provide for safe pedestrian access and crossings throughout the district.

F. Provide smooth and uninterrupted street surfaces, sidewalks and curbs on all district streets.

G. Improve the maintenance of local streets, including storm water drainage and snow plowing.

H. Eliminate conflicts caused by on-street parking.

I. Provide adequate public transportation that serves all parts of the district and provides convenient service to major destination points.

J. Provide an adequate number of bus shelters in the community.

K. Designate bicycle paths to connect all parts of the district.

L. Provide secure and attended bicycle parking at appropriate locations.

#### Major Street Network

There is presently a shortage of complete north-south and east-west routes through the district. This is particularly troublesome to residents along and near Como Avenue and Raymond Avenue. These narrow, curving, predominantly residential streets carry a significant volume of truck traffic traveling between industrial areas and Highways I-94 and 280.

Kasota Avenue will be constructed as an arterial street between Snelling Avenue and Highway 280 and trucks will be able to travel through an industrial area when going between Highway 280 and Energy Park or Snelling Avenue. This street project is part of the transitway between the Minneapolis and St. Paul campuses and will be funded on a year-by-year basis. For fiscal year 1982-1983, the State has money for design and some transitway right-of-way acquisition. Kasota and transitway right-of-way and the Highway 280 parking lot are expected to be funded for fiscal year 1983-1984. Construction could begin in 1984 at the earliest.

The City's Street and Highway Plan and the District 11 and 12 Plans propose that Transfer Road be extended between Pierce Butler Road and Como Avenue in order to carry traffic through industrial areas rather than residential areas. Building Transfer Road was considered during the planning for Energy Park and for the transitway. The northern section of Transfer Road, between Kasota Avenue and Como, will not be built with the transitway because of low projected vehicle use and high right-of-way acquisition cost. The southern section of Transfer Road, between Pierce Butler Road and Kasota Avenue, is not programmed to be built. This section is costly to build, since it would require a bridge over railroad tracks and a structure or fill between the railroad track and Pierce Butler. Traffic projections, even after Energy Park is completed, show only 3,000 vehicles per day using this section.

*6. When Kasota Avenue is completed, the truck route designation should be removed from Como Avenue and Raymond, which will then function as collector streets. Transfer Road should remain in the Comprehensive Plan as a future arterial street.*

Raymond Avenue in South St. Anthony Park

Raymond Avenue is a problem to the South St. Anthony Park residential neighborhood (see Figure D). The problem is caused by the design of the street and the use of the street by trucks.

As Raymond passes through the neighborhood, it curves back and forth, changing direction three times. Curving streets are more hazardous than straight streets because curves reduce the line of sight of drivers. Seven of the eight streets which cross or end at Raymond do so at an angle. Streets which intersect at angles are hazardous because drivers often "inch out" into the intersection to see if it is safe to cross. The intersection of Raymond and Hampden

has a large street surface in which cars and trucks can make turns. Often vehicles pass on the wrong side of each other.

Raymond Avenue is designated a truck route. Truck routes are the streets on which large trucks, weighing over 15,000 pounds fully loaded, may travel on when going to and from business or when making a delivery or pick-up of goods within residential neighborhoods. As the large trucks travel through the South St. Anthony neighborhood, they are noisy, malodorous, and create apprehension for the safety of people and property.

Truck use of Raymond Avenue is a small proportion of the total amount of traffic on Raymond. Table A, below, shows that large trucks were only 6% of the total traffic during peak times for trucks in 1982, and only 8% in 1973.

The District wishes to redesign Raymond Avenue in order to better manage traffic as it passes through the neighborhood. The redesigned street will slow traffic, make it safer, and divert large trucks to the edge of the neighborhood from the center. Children who live in the Hampden Square apartments and in the new St. Anthony Green townhomes, the elderly people who live at the Seal Hi-rise, and the people who live in the single family homes will find an easier and safer walk to the South St. Anthony Recreation Center, Green Grass Park, and shopping.

TABLE A

TRAFFIC FROM	MORNING 9:00-11:00 P.M.		AFTERNOON 1:30-3:30 P.M.		MORNING AND AFTERNOON	
	NUMBER	%	NUMBER	%	NUMBER	%
1973						
ALL VEHICLES	817	100	1081	100	1898	100
TRUCKS	79	10	75	7	154	8
1982						
ALL VEHICLES	727	100	783	100	1510	100
TRUCKS	43	6	44	6	87	6

Figure E shows the new design of Raymond Avenue. The main elements of the design are:

1. Add traffic signals at Territorial and Raymond. Stopping Raymond traffic will slow northbound traffic around the curves and offer pedestrians a safer crossing of Raymond.

2. Redesign of Raymond's intersections with Long, Bayless Avenue, Bayless Place, and Hampden. This will create fewer intersections, reduce the number of angled intersections, and channelize the Raymond-Hampden intersection.

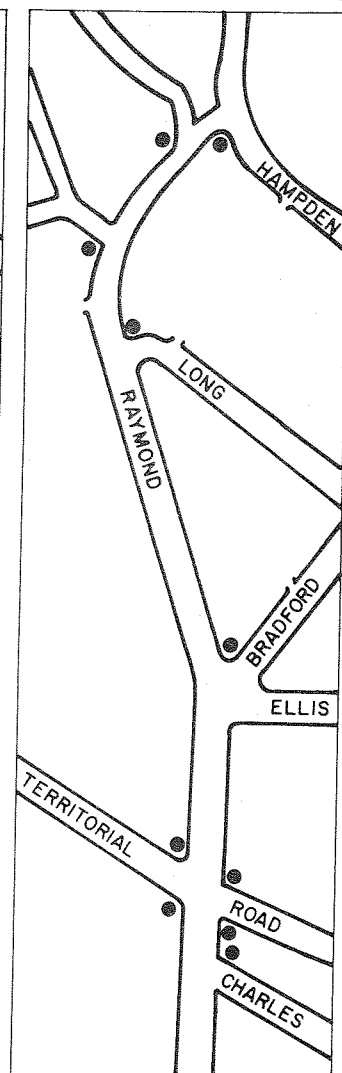
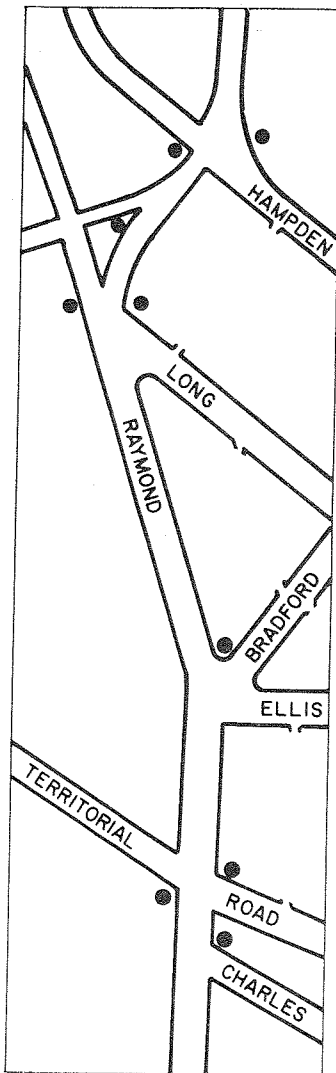
3. Remove the truck route designation from Raymond Avenue, between Hampden and Territorial, and give this designation to Hampden Avenue. This will divert large trucks to the edge of the neighborhood.

7. Build a redesigned Raymond Avenue as soon as possible.

8. The City Council should remove the truck route designation from Raymond Avenue between Hampden and Territorial Road, and designate Hampden Avenue as a truck route.

FIGURE D EXISTING RAYMOND AVENUE South Saint Anthony

FIGURE E REDESIGNED RAYMOND AVENUE South Saint Anthony

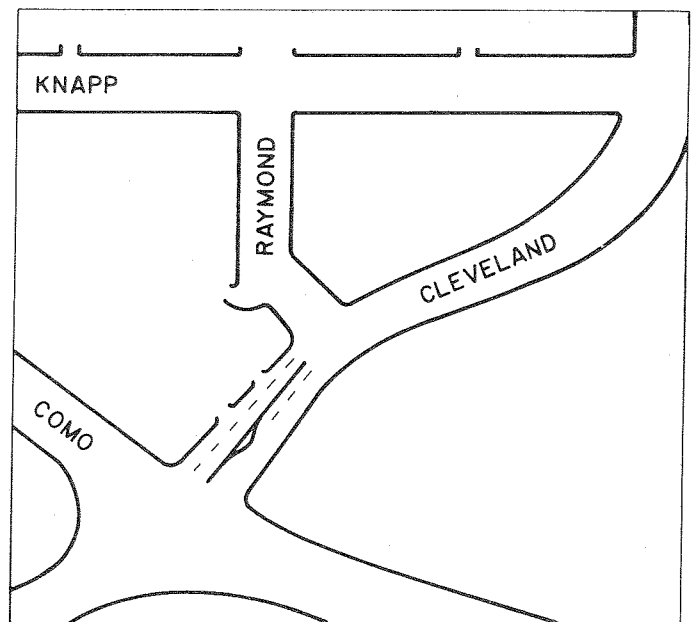


— Curb  
● Stop Sign

— Curb  
● Stop Sign

Raymond Avenue in North St. Anthony Park. The section of Raymond Avenue between Como Avenue and Cleveland Avenue is confusing and hazardous and needs to be redesigned (see Figure F). A concrete median, with a left turn lane for northbound Raymond traffic, and a channelized Raymond-Cleveland intersection will make turns safer and enable through traffic to flow easier.

FIGURE F RAYMOND - CLEVELAND REDESIGN



— Concrete Median



9. Raymond Avenue, between Como Avenue and Cleveland Avenue, should be rebuilt to give better direction to traffic.

Other parts of the major street network are indirect, causing detours and additional traffic conflicts. While none of the following connections could be easily completed at this time, it is important that these links be constructed as opportunities arise.

10. Public Works should plan for improvement of the following connections:

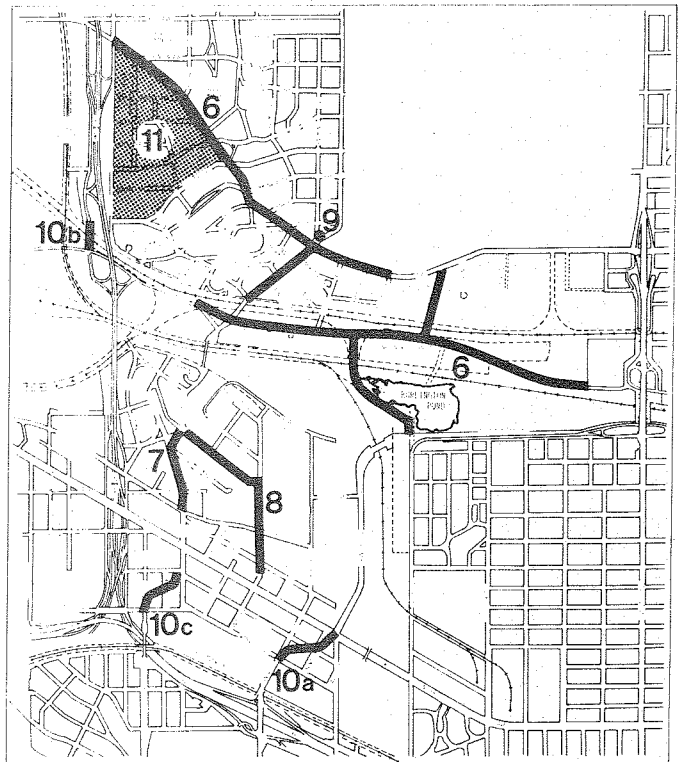
- a. Transfer Road to Vandalia Street and I-94;
- b. Hunting Valley Road to Kasota Avenue; and
- c. Pelham Boulevard to Raymond Avenue.

#### Local Streets

As in most of St. Paul, many of the district's streets have an oiled surface instead of paving. These streets wear down quickly and require new coats of oil. Because of the irregularities in oiled streets, the centers must be high in order to drain properly. These high crowns cause additional problems in the winter as cars can't climb the hill to pull away from the curb.

In selecting a priority area for street improvements, there is no area that can be noted for having the worst streets. Many streets in St. Anthony Park have broken or missing curbs or crumbled sidewalks lining oiled streets. But the area proposed for first priority treatment is also in need of lighting improvements, and it would be most cost-efficient to complete both activities at the same time.

FIGURE G STREET RECOMMENDATIONS



- 6. Remove truck route designation from Como and Raymond when Kasota completed. Extend Transfer Road.
- 7. Build a redesigned Raymond.
- 8. Move Raymond truck designation to Hampden.
- 9. Rebuild Raymond between Como and Cleveland.
- 10. Improve connections:
  - a. Transfer Road to Vandalia.
  - b. Hunting Valley Road to Kasota.
  - c. Pelham Boulevard to Raymond.
- 11. Pave local streets.

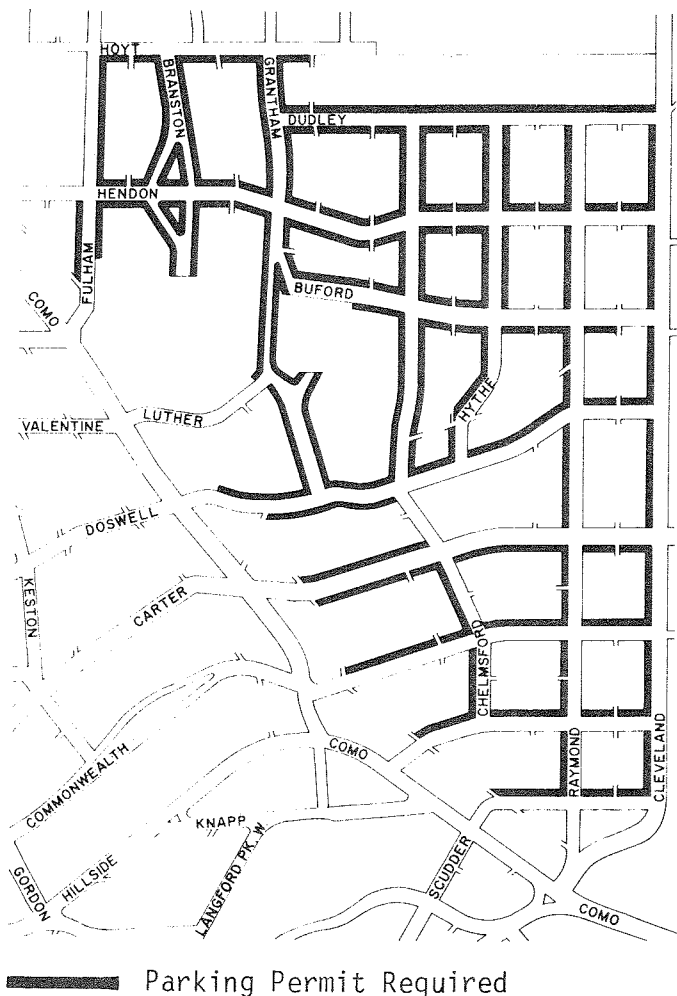
11. The city should eventually pave all unpaved streets in District 12. First priority should be the area bounded by Eustis, Como and Carter.

#### Residential Permit Parking

In December 1980, the City Council began an experimental residential permit parking program in the residential area of District 12 north of Como Avenue

and in District 8 around the William Mitchell College of Law. (See Figure H for the District 12 area.) In District 12, the Community Council and residents who live near the University of Minnesota campus and the Luther Theological Seminary requested the experimental program because students and staff of the two schools parked in the residential area, congesting the streets and preventing residents from parking near their homes. The program permitted residents who purchased a permit from the City to park on the street for longer than one hour. Non-residents, such as students and staff, are not permitted to purchase a permit and may only park on the street for one hour. Non-residents, who wish to park longer than one hour must park off the street.

FIGURE H PERMIT PARKING AREA



The residents are satisfied that the experimental program lessens parking congestion in their area. In November 1981, the Public Works Department surveyed a random sample of the area's residents. After one year's experience with the program, 63% of the respondents liked the program, 18% did not like it, and 19% had no opinion.

In early 1983, the City Council will consider enacting a permanent residential permit parking program. Permit parking could be established in a residential area when:

1. 50% of the property owners petition the city;
2. The designated area consists of at least eight block faces, or 4,000 lineal feet of block frontage;
3. Average curb space occupancy exceeds 75% during the time of restricted parking;
4. Non-residents are 50% of the on-street parkers; and
5. The detrimental affect of non-residential parkers impairs the attractiveness and livability of the area.

The Public Works Department feels that permit parking is a workable method of relieving areas impaired by non-residential parkers and that a permanent program should be instituted. They may also recommend that the residents of the two experimental areas in Districts 8 and 12 be required to submit petitions in order to continue as a permit parking area under the new permanent program.

Requiring owners of the area to petition for permit parking will serve no useful purpose. Permit parking was promoted by area residents, tested in the area, and found to be a workable method of solving their parking problem. City surveys show that a majority of the residents are satisfied by the program.

The Council also feels strongly that the program's required petitioning should be by area residents, not fee owners, and that a petition fee should not be exacted. The Council will explore the possibility that enforcement authority be delegated to the affected neighborhood.

*12. The City Council should enact a permanent residential permit parking program and the experimental area in District 12 should be grandfathered in under the new program.*

#### Public Transportation

Public transportation in District 12 is provided by three regular MTC routes. Buses run frequently on University Avenue, Como Avenue and Cleveland Avenue, and a spur route travels along Raymond Avenue during rush hours. The University of Minnesota's intercampus bus supplements the regular MTC service. Though designed primarily for students, it will transport anyone between the St. Paul and Minneapolis campuses. The planned University Avenue Short Range Transit System would improve this service through use of an exclusive bus right-of-way for most of its length. This system has been discussed in detail with community residents, who have had some influence in its design.

Because of its location between St. Paul, Minneapolis, the University campus, the Midway district, and the northern suburbs, District 12 residents have a large degree of interaction outside of their community. North-south bus service is currently inadequate to meet all but rush-hour needs. A study was completed for the MTC in 1975 which recommended the extension of several existing lines along Raymond through the district, but these changes have not been implemented due to funding shortages.

*13. The MTC should improve north-south bus service through the district by adding routes during the middle of the*

*day. These lines should improve access to downtown St. Paul, downtown Minneapolis, and the Rosedale/HarMar area.*

#### Light Rail Transit

An analysis of transit alternatives for the University Avenue corridor between downtown St. Paul and downtown Minneapolis has begun by the Metropolitan Council. The analysis will consider which of four transit alternatives can best reduce highway and transit capacity deficiencies; increasing cost effectiveness of transit; and stimulate business and housing. The four transit alternatives are: (1) continuing the existing system; (2) adding larger buses and making road improvements; (3) adding trolley buses and making road improvements; and (4) building a light rail system. A University Avenue Advisory Committee has been established to advise on the preferred alternative and to act as liaison with residents and business people of the surrounding districts. Two District 12 Council members are on the Committee.

Community concerns which should be addressed by the Metropolitan Council's analysis include:

1. The selected transit alternative should provide the district at least the same level of service as is presently available.
2. The selected transit system should provide for improved traffic flow in the district.
3. The selected transit alternative should be readily accessible to district residents, as opposed to only providing transit through the district.
4. Both positive and negative development impacts should be presented for district discussion.

The District 12 Community Council will carefully monitor the analysis, in light of the concerns expressed above, and

advise the University Avenue Committee on the best alternative for transit for District 12.

#### Bicycles

The District 12 Community Council fully supports the recommendations of the city's adopted plan for bicycles. This plan recommends designation of bicycle routes and additional linkages, separated from vehicular traffic, between North and South St. Anthony Park. The bicycle plan also calls for efforts to educate bicyclists and motorists on the safety aspects of cycling in the city. Visible and secure bike parking areas would be established throughout the city; this is a specific concern of district residents.

*14. Place "bike route" signs along Comp Avenue through the district to establish a shared route connecting with the existing Minneapolis system.*

*15. Place signs along Commonwealth Avenue, Raymond Avenue, and Pelham Boulevard until a link can be developed from the Mississippi River to Comp Park that is separated from vehicular traffic. Provide for a bicycle lane separated from vehicular traffic when constructing either a new Raymond Avenue bridge or a north-south connection west of Raymond.*

*16. District bicyclists should lead the way in establishing adequate, visible, and secure bicycle parking in commercial areas and near major bus stops.*

#### HOUSING

##### Objectives

A. Maintain and improve the existing character of neighborhoods.

B. Provide a wide range of opportunities in housing unit types and costs, including housing for the elderly and for low-income persons.

C. Encourage rehabilitation of scattered deteriorated housing.

D. Eliminate overcrowding created by dividing homes and apartments into small units.

E. Provide for community growth by developing new housing units where there are opportunities.

F. Maximize home ownership possibilities.

G. Encourage creation of small condominium, co-op, or rental units so that elderly people can remain in the area when they sell their homes.

#### Housing Types

Most of the district's housing stock consists of single-family dwellings, many of which are too large for their older inhabitants to properly maintain. These people would like to stay in their neighborhood, but there is an inadequate supply of appropriate housing. Development of townhouse, condominium, and different types of rental housing would enhance the community and make long-term residence possible for more persons.

Programs which bring together elderly to share single-family homes could also enable elderly people to remain in the area.

*17. The district council and the city's Planning and Economic Development Department should encourage housing developments that enhance diversity and choice as opportunities for new development arise.*

#### Housing Deterioration

Deterioration of the housing stock can be a problem in any area, particularly one such as District 12 with many homes built over 50 years ago. Fortunately housing in this area has generally been well maintained. The 1981 Housing Condition Survey showed that 73% of North St. Anthony Park's one and two family homes were sound and 78% of South St. Anthony Park were sound. But individual homes with structural problems and poor

exterior conditions can be found; untreated, these conditions can spread and eventually lead to general neighborhood decline.

The City of St. Paul has developed a variety of home rehabilitation programs. Most of these loans and grants are available to all areas of the city, with family income being the primary limitation. But many district home owners aren't fully aware of the condition of their dwelling, the funds available for improvements, and other housing resources.

The City Council is considering a repair and deduct ordinance. The ordinance would permit tenants to repair house code violations and deduct the cost of the repairs from the rent if the landlord refuses to make the repair. Repair and deduct should help to prevent rental housing from falling below housing code standards.

*18. Make specific information on the city's rehabilitation loans and grants and other housing programs more widely available through the "Park Bugle" newspaper and community organizations.*

*19. The City Council should pass a repair and deduct ordinance.*

#### Concentrated Revitalization

Over the last eight years, the City's major effort at concentrating neighborhood private and public physical improvement has been the Identified Treatment Area program. The program served the city well, but is considered too narrow in scope, since it focused almost exclusively on the rehabilitation of residential properties and streets. PED, district council staff, and the city residents have created a new program, the Neighborhood Partnership Program (NPP), which will attack neighborhood problems on a broader front. The Neighborhood Partnership Program has two main purposes: improve the economic, physical, and environmental conditions

in neighborhood residential and business areas; enable neighborhoods to define their own needs and to design programs to meet those needs.

The NPP has five main parts which neighborhoods will use to accomplish the program purposes:

1. A Neighborhood Partnership Program fund will allow neighborhoods to spend money on its particular improvement needs. Improvement needs could be minor public improvements, such as landscaping and benches, low cost rehabilitation loans for residential or business property; acquisition of substandard property; limited public service programs, such as crime prevention; and innovative, neighborhood-created approaches to problems.

2. Neighborhood residents, businesses, or organizations will match NPP funds with money, or volunteer labor used for building improvements, corporate or foundation grants, or volunteer services such as office space and supplies.

3. PED staff will assist each NPP area with planning, design, loan packaging, and marketing studies.

4. Each NPP area will have preferential status for citywide programs, such as street paving or the Home Improvement Deferred Loan Program.

5. The city will assist the neighborhood to secure foundation money for program needs which cannot be funded by NPP funds or neighborhood contributions.

*20. The community council, residents, and business persons should consider potential Neighborhood Partnership Programs for the district.*

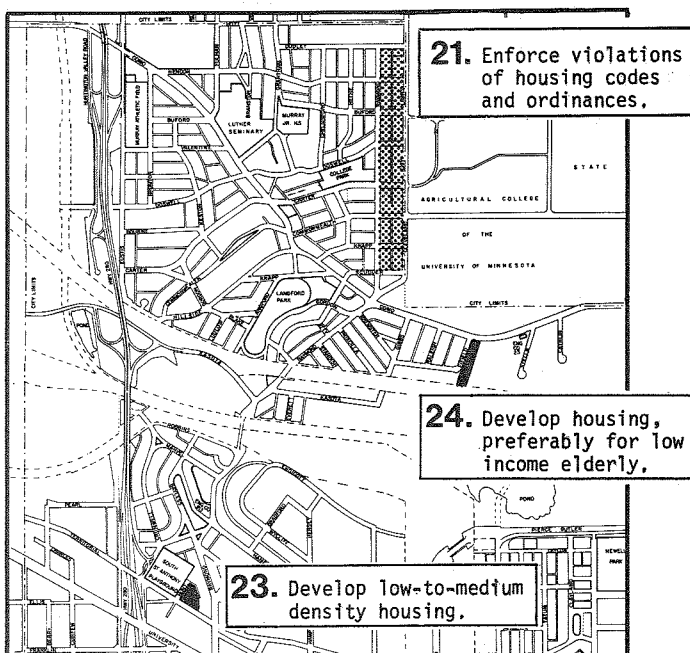
### Overcrowding

Overcrowded homes and apartments, housing mostly University students, are a problem in the district. The district council has been very concerned with this issue. Dividing apartment buildings into smaller units and creating apartments in homes built for one family can cause problems with access, parking and noise. This type of housing will continue to be in demand because it is convenient and relatively cheap for students to rent.

The City requires a certificate of occupancy for all structures with three or more units. But many times conversions are made without obtaining a certificate, because it can be denied if code violations are found. Enforcement is difficult and suspected violations must generally be noted and reported by neighbors. The district council has contacted the City in order to obtain more rigorous enforcement procedures and a clearer definition of housing regulations. The district council has found the City unresponsive.

*21. The district council should continue to encourage residents to report any suspected violations of housing codes and ordinances to the Housing and Building Codes Enforcement Division.*

FIGURE I HOUSING



*22. The City should clarify its definition of housing violations and strengthen its code enforcement procedures when violations are found.*

### New Developments

Baker School has been converted to offices and commercial use, but the parcel of land to the west of the school remains vacant. The developer has been chosen and council has approved design control. Because it will form the southern border of residential land uses in South St. Anthony Park, it is very important it be completed as soon as possible.

*23. The district council and the City should work toward development of low-to-medium-density housing west of Baker School.*

The district's Housing Development Plan identified a site on the east side of Fifield Street, south of Como Avenue for housing. The site is an undeveloped part of the School District's Service Center. Food preparation and other services are located in the center.

The site is appropriate for housing. It is on a collector street and a bus line; near a shopping area; and adjacent to an area of mixed single family and multiple family housing. The Housing Development Plan recommended up to 41 townhouses and apartments for the site, preferably for low income elderly people. One-third of the land is to remain open space.

The school district has recently informed the Community Council that it intends to develop the property in the future for programs at the Service Center. Unless the property is developed by the school district, the community council believes the property should be developed with housing.

*24. Unless the east side of Fifield, south of Como, is developed for school district use, it should be developed privately for housing, preferably for low income elderly people.*

## DESIGN AND ENVIRONMENT

### Objectives

A.Improve the appearance of the district by reinforcing significant boundaries, gateways, and views.

B.Identify and preserve buildings with architectural and historical significance.

C.Encourage and maintain a respect for the natural environment, including preservation of natural wildlife areas.

D.Minimize the impact of Highways I-94 and 280 on nearby residential areas.

E.Work to eliminate visual, noise, and air pollution and unnecessary litter.

F.Encourage energy conservation in new and existing buildings.

### District Image

Image analysis is an examination of the features of the community environment which bring enjoyment, comfort, and interest, or which cause annoyance, tension, or boredom. Functional performance should be balanced with aesthetic values to produce a high quality place to live. Such places are valued by their residents and last for many years, while those places not cherished are left behind.

Several elements contribute to the image of a community to its residents and to outsiders entering or passing through. Districts are defined by variations in land uses and topography, by paths, and by edges. Nodes are the centers of activity, often located where paths intersect. Green space includes the public parks and playgrounds and other "natural" areas which break up the monotonous urban texture. Landmarks, gateways, and views provide orientation,

and contribute to a sense of the place in the larger world. Pollution is a negative interference, a byproduct of one function on the environment.

With these features in mind, community residents agreed on a list of what they consider their assets and liabilities. These are the "facts of life" in District 12 which make the area unique.

### Assets

Central location in the Twin Cities area.

Housing stock of high quality original construction.

Curved residential streets throughout the district.

Wide spacing between most single-family homes.

The University of Minnesota and its relationship to the neighborhood.

The Luther Theological Seminary and its relationship to the neighborhood.

The State Fairgrounds as a significant boundary to the residential community.

### Liabilities

The proximity of railroads and industrial lands to residential areas.

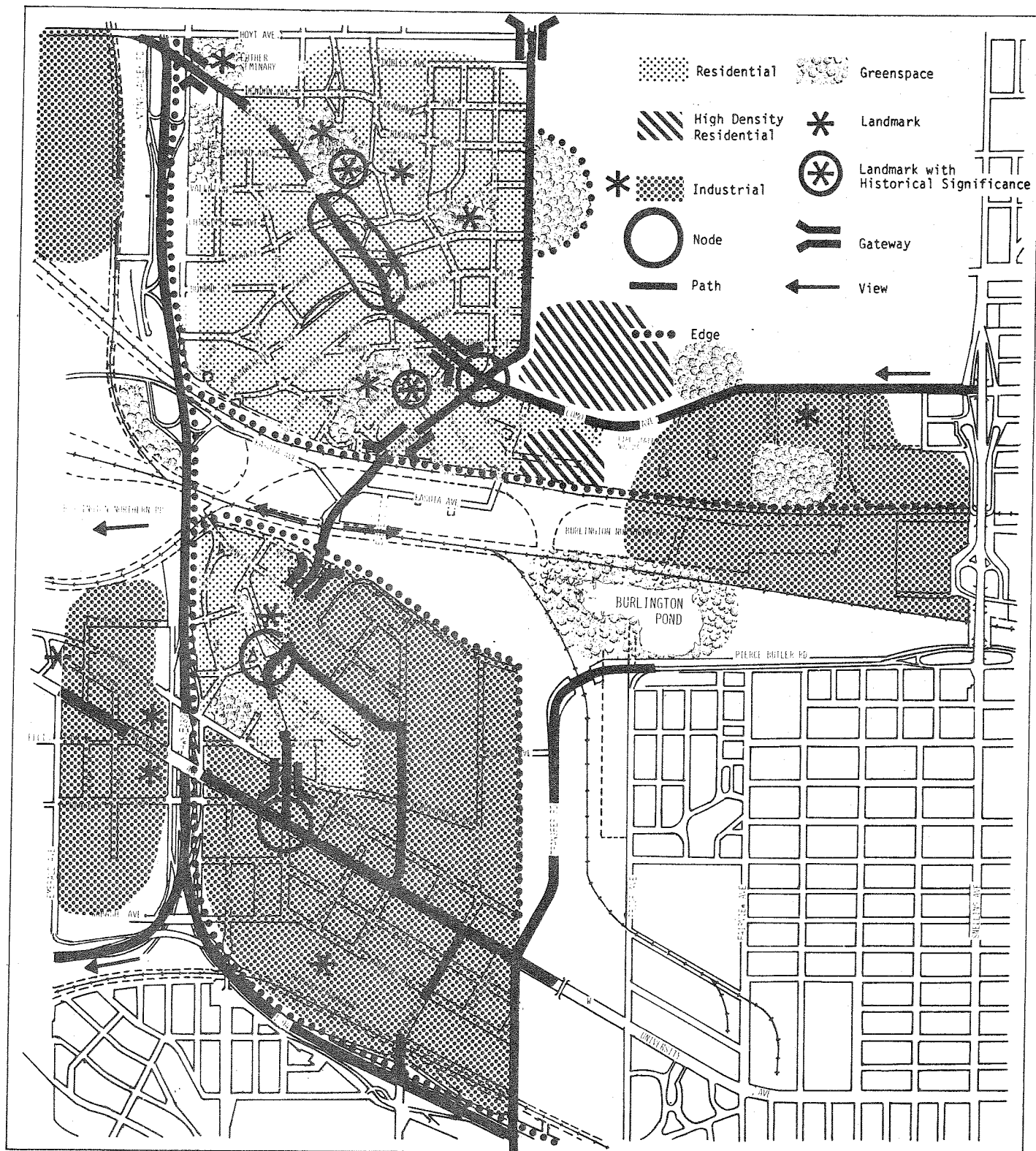
Freeway noise and traffic volume on interchange streets.

Traffic and other conflicts between University and community functions.

State Fair traffic and parking conflicts.



FIGURE J DISTRICT IMAGE





Two additional elements of image deserve separate treatment. The architectural styles of buildings, particularly of single-family homes, strongly affect the community's desirability as a place to live. Most district homes were built before 1930, with the newest housing being mostly apartments. There are numerous outstanding examples of particular styles and several well-preserved structures dating from the 1880s. The Andrew McGill House, at 2203 Scudder Avenue, and the Old Muskego Church, moved to the Campus of Luther Theological Seminary, have been designated on the city's list of historic places.

The Ramsey County Historical Society has also identified buildings of historical and architectural significance in the district.

*25. The District 12 Community Council should work to improve awareness of architecturally significant house styles and of how compatible home improvements can be made.*

Boulevard trees soften the appearance of neighborhoods, help to deaden sound, and provide relief from the summer sun. Many elm trees, especially in South St. Anthony, were lost to Dutch elm disease in the past several years. Both North and South St. Anthony Park have had a "first time" planting, but additional trees have been lost since then.

*26. The Department of Community Services and Community Council should promote boulevard tree replacement. Should adequate city funding be unavailable the district council should assist by promoting voluntary tree replacement.*

#### Pollution

As could be expected in an area crossed by freeways and partly surrounded by heavy industry, pollution is a concern to district residents. Much of this pollution is a necessary byproduct of the operations, and within allowable

standards. Though a nuisance, improvements would be very costly and often can't be enforced by any level of government.

The presence of Highways I-94 and 280 along and through the District 12 community provides convenient access to all parts of the metropolitan area. These roads, however, have very high traffic volumes, and are a negative influence on the residential areas. Highway 280 adjoins both district residential communities, and is more of a concern than I-94, which borders industrial uses.

Highway 280 is particularly offensive where it is both elevated and unscreened from single-family homes. Such areas occur near Eustis Street between Doswell and Hillside Avenues, and in back of the homes for two blocks on Cromwell Avenue. Noise, especially from truck traffic, is the most pervasive problem, but exhaust fumes reach high concentrations on certain days. Both sound readings and pollution levels have exceeded federal standards at times. Unnecessary litter and oversized billboards add to the problems.

Sound barriers have effectively reduced traffic noise in other parts of the Twin Cities. The visual impact is another question, however; some district residents would dislike the sight of a tall wooden wall behind their homes, as well as the substantial public expense. Others, however, have been urging the state to install barriers ever since Highway 280 was completed in the mid-1960s.

*27. The State Department of Transportation should install wooden sound barriers along the eastern side of Highway 280 where residents desire.*

*28. The Minnesota Department of Transportation should devote additional efforts to picking up litter along Highway 280.*

Residents have long found oversized billboards in the district to be visually offensive. Intrusion of such billboards into residential areas is also a concern. The City of St. Paul's zoning code now contains a sign ordinance, enacted since the original District 12 plan was written in 1978. The ordinance regulates the size and placement of new billboards, but old billboards which do not meet the requirements of the ordinance are grandfathered in, as "non-conforming". These non-conforming billboards are phased out gradually as they deteriorate and require major repair or replacement. The district council would like to see the elimination of oversized billboards in the district.

*29. The district council and the city should monitor existing non-conforming billboards for deterioration and ensure that those that should be removed under the sign ordinance, are removed."*

The residential area north of the BN railroad tracks, indicated in Figure K, is presently affected by noise. During many hours of the day and night, traffic from Highway 280 and Kasota Avenue, train travel, and trucking operations create noise above State noise standards.

The area will also be close to the new bus transitway and to the new Kasota Avenue. When the transitway is operating, approximately 300 buses per school day will use the transitway. When Energy Park is completed, up to 16,000 vehicles per day may use Kasota Avenue.

While the Environmental Assessment for the transitway has found that the new transitway and new Kasota Avenue alignment "will have little, if any, measurable effect on the area's noise situation" the district believes that the State Transportation Department should take the opportunity of this construction project to lessen the noise affects on the residential area.

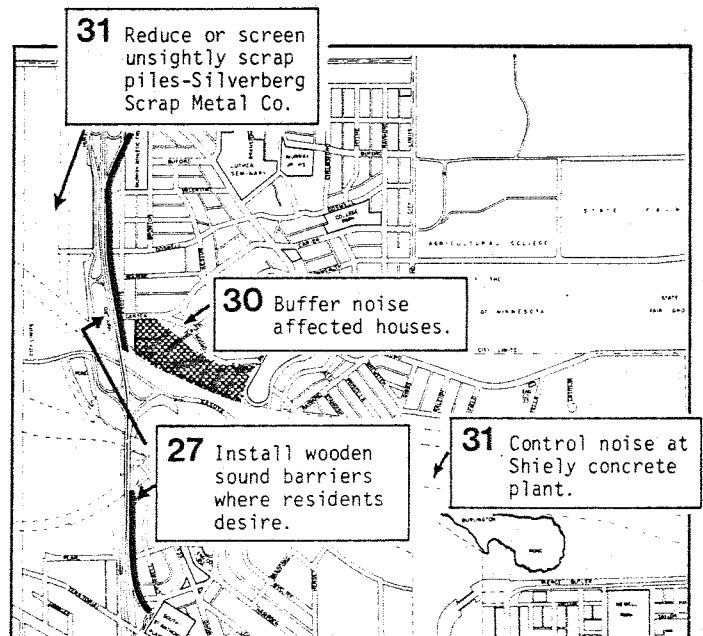
*30. The Transportation Department should buffer noise affected houses between West Langford Park and Eustis Street.*

There are also numerous sources of industrial pollution in the district. The unsightly appearance of the piles at Silverberg Scrap and Metal Company just west of Highway 280 can be viewed across the highway from parts of St. Anthony Park. The Shiely Concrete Plant at 2058 Kasota Avenue is very noisy. Industries such as Fisher Nut and Mobil Oil produce strong odors.

This is by no means an exhaustive list of pollution problems in the district, and others will undoubtedly arise. In most cases a specific notice from the district council or any affected person or organization to the source and to the appropriate department of government will need to be initiated.

*31. The District 12 Community Council should commit itself to an ongoing effort to minimize pollution. Where problems are thought to exist, the council should attempt to correct the situation, first by working with the offender, then if necessary, with appropriate authorities.*

FIGURE K POLLUTION



### Hazardous Waste

The Waste Management Board has preliminarily designated the industrial areas of District 12 as sites for treatment or storage and transfer of hazardous chemical wastes. A chemical treatment facility could process wastewater or separate contaminants from solvents. A storage-transfer facility is a collection point for waste materials. Wastes are analyzed, stored with similar materials, and shipped to processing plants or disposal sites. The District 12 Council has recommended to the Waste Management Board that these facilities not be located within 1000 feet of residential property or west of Highway 280 or between the residential areas of North and South St. Anthony. (West of Gibbs Ave. extended diagonally to meet Hersey St.). Otherwise these facilities could locate in I-2 zoning districts, if they are not injurious or obnoxious to adjacent property.

### ENERGY CONSERVATION

District residents have consistently supported the concept of recycling, and the council has worked to establish a coordinated recycling program for the district. A monthly curbside pickup of recyclable materials by Recycling Unlimited was begun in late 1981. In addition, the Boy Scouts conduct a newspaper drive twice a year. Champion International Corporation, occupying several blocks between I-94 and University Avenue west of Vandalia, is one of the largest users of recycled paper in the Twin Cities area.

A neighborhood composting project began in the fall of 1980, which allows residents to compost their leaves communally on Robbins Street, between Raymond and Cromwell Avenues. Volunteers have also been involved in picking up bags of leaves from elderly or handicapped residents, to contribute to the neighborhood effort. Through this project

residents not only save the cost of transporting their leaves to remote compost sites, but they also benefit from the fact that otherwise discarded material is put to a useful purpose, rather than thrown away.

*32. District 12's recycling and composting activities should be maintained.*

The district council has also been instrumental in establishing a home weatherization program in District 12. In 1981 the council used grant money to fund its pilot program. The program provided for the training of two community residents as energy auditors and their subsequent participation in Northern States Power's energy audit program. The Council also conducts weatherization and alternative energy workshops, and promotes the concept of energy conservation in the district.

*33. The district council should continue to promote energy conservation and home weatherization in District 12.*

Energy Park will be utilizing district heating to meet its energy needs. The University of Minnesota is also exploring the possibility of district heating on its campuses. District 12 residents support these energy efforts and would be receptive to the expansion of district heating from either of these two sources into their area.

*34. The district council should discuss the expansion of the Energy Park and University of Minnesota district heating systems into the district with University and City officials.*

## UTILITIES

### Objectives

A.Ensure proper maintenance of all utility installations serving the district.

B.Provide adequate street lighting.

C.Provide adequate water service to all homes and businesses, including reserves in case of emergency.

D.Ensure that stormwater runoff can be accommodated by the storm sewer network.

### Street Lighting

District 12 streets are lighted by a variety of poles and fixtures. Figure L shows the kinds of poles and fixtures in the residential areas.

The lantern poles with incandescent bulb and mercury vapor fixtures will be converted to high pressure sodium fixtures when a stable fixture becomes available.

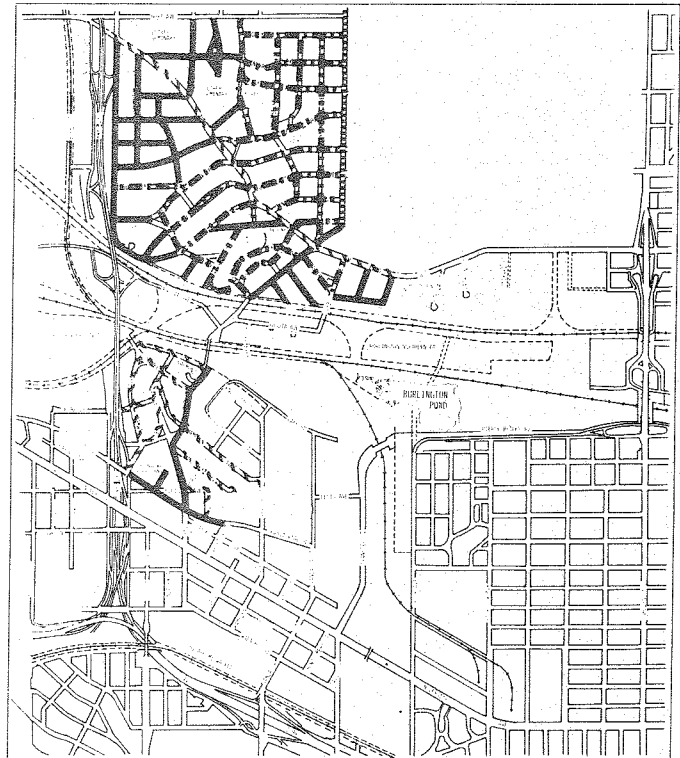
Park residents and the city would like to replace the wooden poles. The residents feel that the style and height of the wooden poles are out of place in quiet residential areas. The city wants to replace the wooden poles because they are expensive to maintain.

Ordinarily, poles are replaced in residential areas only as part of a street paving program. Installation costs of poles are less when part of other street work. The city has replaced wooden poles only with ornamental poles since they are less costly than lantern poles. Consequently, pole replacement would probably be ornamental poles.

The district's residents, however, value the appearance of the lantern poles. Some of the residents may wish to explore replacing the poles using assessments to pay some or all of the cost.

*35.District residents and Public Works should work to replace wooden poles. Assessments, or a combination of assessments and capital improvement funds, should be explored as a method to pay for the lantern poles.*

FIGURE L STREET LIGHTING



- ..... Lantern Pole - Mercury Vapor
- Lantern Pole - Incandescent
- Ornamental - Hi Pressure Sodium
- ===== Wood - Hi Pressure Sodium

### Sewers

All sanitary sewers in the district are adequate and working.

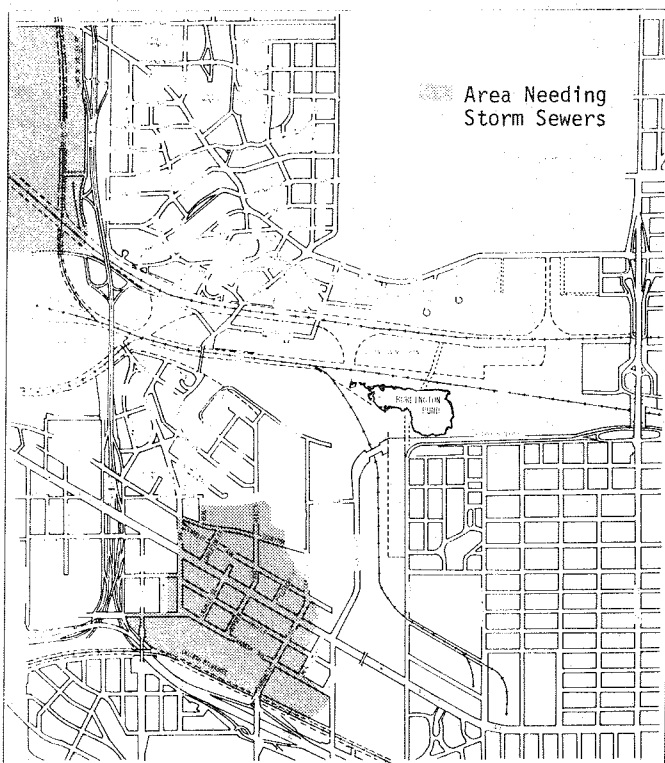
When the St. Anthony Park storm water tunnel system was built in the 1970s, a branch tunnel was constructed to Hunting Valley Road, just north of the BN railroad tracks, to collect stormwater from the industrial area to the north. This area sometimes floods after heavy rains. Public Works is proposing in the 1984-1985 Capital Improvement Program to construct lateral sewers in the industrial area and connect them to the storm tunnel branch.

36. The lateral sewers needed in the industrial area to complete the stormwater tunnel system should be constructed and connected to the stormwater tunnel branch.

The industrial area shown on Figure M is completely developed with building, parking lots, and streets. Stormwater runoff is relatively high. The area is also served with combined sanitary and stormwater sewers. The St. Anthony Park stormwater sewer system was built with the capacity to receive the stormwater from this area when the sewers are separated. Public Works is proposing the Wabash Avenue Stormwater Project to separate sewers in the area in the 1984-1988 Program for Capital Improvements.

37. Public Works should construct the Wabash Avenue Stormwater Project, separating the sanitary and stormwater sewers in the industrial area.

FIGURE M STORM WATER SEWERS



## ECONOMIC DEVELOPMENT

### UNIVERSITY AVENUE

The District 12 Community Council and the Department of Planning and Economic Development contracted with Midwest Planning and Research, Inc. for a study of University Avenue, completed in July 1978. It addressed the problems and opportunities in the 24 blocks along the Avenue between the western city limits and Cleveland Avenue, the eastern boundary of the district. Though the council had some reservations about the level of detail in the study, all but one of the conclusions and recommendations were accepted. The directions set forth here are taken primarily from the University Avenue Study.

A local development corporation of business proprietors and owners was formed in the fall of 1978. Through this organization, detailed policies and plans will be developed, and the LDC will be eligible for funds not available to other groups. Though much of this group's work will focus on University Avenue, all areas of the district are eligible for assistance.

#### Objectives

A. Support healthy business enterprises and accommodate the expansion of desirable uses along University Avenue.

B. Reduce conflicts between the economic development of University Avenue and the residential area of South St. Anthony Park.

C. Create an environment which will improve the way in which different land uses relate to one another.

D. Eliminate substandard, hazardous and obsolete buildings.

E. Provide parking to improve the access of employees, customers and clients to industrial/commercial areas.

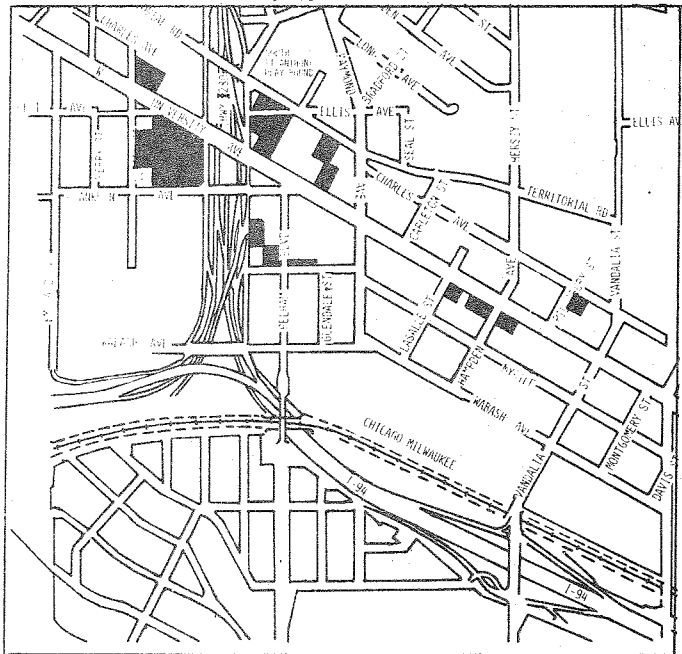
F. Improve the safety and function of the traffic circulation system.

#### Land Use

The University Avenue Study found that business vacancies and turnover had declined by 1978, with consolidations and expansions on the increase. A 1982 land use survey, however, showed that vacancies and underused land had increased somewhat from 1978. Such trends indicate the recent weakening of the economy. To further improve the mixture of uses on the Avenue, land should be available for the expansion of existing businesses and industries and for new or relocated firms. Such land is extremely limited, but several sites exist where expansion or relocation can take place. These properties generally have a low acquisition cost and structures are either vacant, have marginal occupancy, or are obsolete.

*38. The District 12 Community Council, with the aid of the local development corporation, should identify sites which would be feasible for industrial expansion or relocation. Redevelopment through conversion of existing structures should be for service uses and other small space users. Properties where structures are demolished should be utilized for industrial expansion, parking or the location of new businesses and industries.*

FIGURE N UNIVERSITY AVENUE



■ Sites for expansion or relocation

#### Image Improvement

One of the prime reasons for initiating a detailed study was the poor image of University Avenue. An economic and market analysis prepared in 1976 stated that "many firms are unwilling to invest large capital sums for expansion because the area is perceived by decision-makers as a blighted or obsolete area". This image problem is one that varies according to individual perceptions.

Most individual buildings are in good condition, and decay is not widespread. But the corridor and the properties forming the edges lack many of the urban amenities which contribute to a strong sense of image. There are a variety of negative factors:

- Narrow sidewalks which make the buildings appear almost sited at the curb;
- Highly variable building massing;
- Poorly placed and extensive signage;
- Street lighting poles, the most obvious objects in the corridor; and
- Unscreened parking lots.

Most of the existing blight has been caused by the neglect of private owners. Individual initiatives will be necessary to rehabilitate properties which do not violate codes and ordinances but do contribute to a poor image.

The University Avenue Study contains block-by-block design directives which should be consulted for detailed recommendations.

*39. The District 12 Community Council should encourage private image improvements on a property-by-property basis along University Avenue. Problems which need to be treated include poor building conditions and treatments, inappropriate signage, lack of screening, and lack of trees and shrubs.*

*40. The Department of Public Works and the Department of Planning and Economic Development should work with the community council to improve areas of the corridor maintained by the city. Deficiencies include inconsistent sidewalk and boulevard surface treatment, frequent and duplicative parking and directional signs, lack of trash containers and attractive street lighting, and inadequate landscaping.*

#### Parking

The lack of parking on University Avenue is the problem most often cited by business people and area residents. The traffic and parking study prepared in 1976 contained several recommendations as to how to alleviate the problem. But no actions were taken to acquire the necessary sites, which have since been developed for other purposes.

There is a need for both short-term and long-term parking. There are no sites along University which can quickly resolve the problems, but there are several possible locations within two blocks which would serve the area well.

*41. The community council should continue to investigate the need for additional off-street parking and the availability of vacant sites within areas of need.*

## COMMERCE

### Objectives

A. Provide for and encourage the orderly growth and revitalization of local retail and business services focused to meet existing and projected market demands.

B. Provide adequate off-street parking for businesses and industries, avoiding conflicts with residences.

C. Develop a coordinated commercial rehabilitation program to reverse scattered deterioration before it is allowed to spread.

D. Work to establish businesses to fill needs that are not currently met.

### Como Avenue

Como Avenue has a strong, vital, and attractive business community that draws customers from beyond the district boundaries. The residential areas along and near Como Avenue are well established and maintained, and zones are consistent with current land uses.

*42. Restrict the core commercial areas near Como and Carter by opposing any attempts to expand the boundaries of the present B-2 zone.*

The area near Como and Carter has a deficiency of off-street parking spaces. A study completed in 1977 as part of a district-wide traffic and parking plan concluded that 20-30 additional spaces would be needed to overcome this deficiency.

After examining two possible locations for general public parking, the study recommended one alternative. This would involve vacating part of Gove Place, a short, narrow street near the center of the business area. A lot here would yield only about 12 spaces, and there are some problems with the access.

Other alternatives, perhaps on the fringe of the business area, should be explored as opportunities arise.

*43. The District 12 Community Council and the St. Anthony Park Association should continue to pursue solutions to the parking problem on Camp Avenue.*

#### Buford-Cleveland Area

Several small shops along Cleveland Avenue at Buford serve the University campus and the immediate neighborhood. The building has been allowed to deteriorate in recent years, and efforts should be made to arrest the situation before problems become more severe.

*44. Work through the local development corporation to develop the interest and funding necessary to reverse deterioration in the Buford-Cleveland area.*

The Buford-Cleveland businesses are currently zoned for residential uses. A change is recommended in the Zoning Section of this plan.

#### INDUSTRY AND EMPLOYMENT

##### Objectives

A. Retain and attract clean industries and encourage the location of these industries in areas where such uses are deemed acceptable and can be buffered from incompatible land uses.

B. Investigate opportunities for development of vacant and underutilized lands to allow for expansion space for businesses and industries.

C. Maintain a strong tax base.

D. Provide for increased job opportunities.

#### Vacant Industrial Property

A 35 acre tract of vacant land between the BN railroad tracks will be developed for industry as part of Energy Park, probably sometime after 1984, when the tract is given access to the street network by construction of the Kasota Avenue extension. The new industries will be directly associated with energy-related research, development, or conservation efforts.

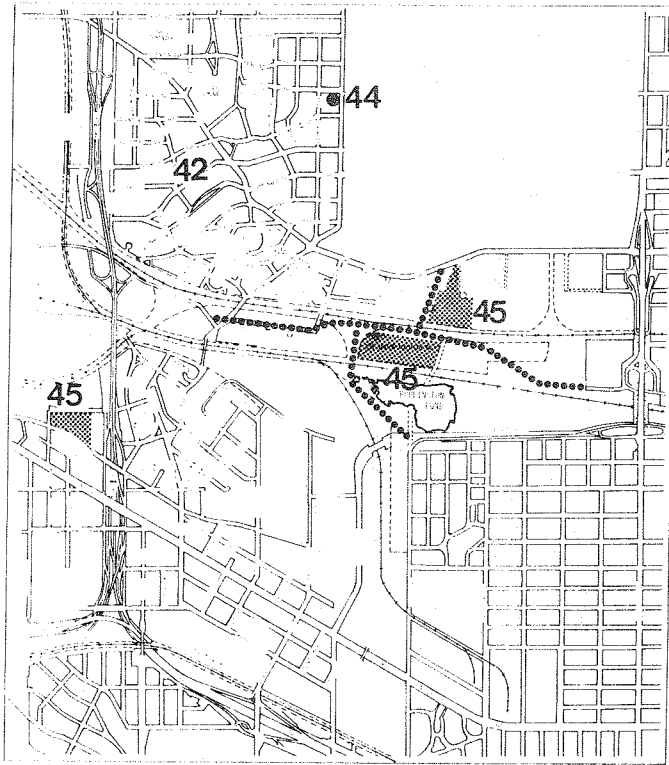
Members of the Community Council helped develop the Energy Park Plan through participation in Council 46, the coalition of council members from the three districts in which Energy Park is located and the two districts which it adjoins. The Community Council will continue to review Energy Park plans, including building and site plans in the Design Review Board and uses of money from the Community Reinvestment Fund.

Two industrial properties have recently become vacant. The Sussel Company ceased operations at the end of 1982. The Admiral Merchants trucking property, north of Territorial and west of Highway 280, is now vacant. Together the two sites are about 20 acres of unused, well located industrial land. These sites should be developed with firms which meet the objectives of this section.

*45. Encourage private development of vacant lands in Energy Park, the former Sussel Company property, and the Admiral Merchant Trucking property. Commercial and industrial uses with minimal negative impacts on nearby residential areas should be given highest priority consideration. Review all proposed developments for their usefulness to the community in terms of services and employment.*



FIGURE 0 COMMERCE AND INDUSTRY



- 42. Restrict Como commercial area to its present boundaries.
- 44. Encourage rehabilitation at Buford-Cleveland.
- 45. Encourage commercial and industrial development of Energy Park, Sussef property, and Admiral Merchant property.

..... Kasota Extension

#### Existing Industries

District 12, particularly South St. Anthony Park, has the mixed blessing of being surrounded by a number of heavy industries. These companies (and the University of Minnesota) are major employers of community residents, enhancing the long-term stability of the area. Heavy industries often have negative impacts on residential areas because of the noise, odors, unsightliness and traffic they generate. But the district is fortunate to have a number of concerned business persons who in most cases cooperate with residents to minimize these intrusions.

#### HUMAN SERVICES

#### PARKS AND RECREATION

##### Objectives

A. Provide a mixture of recreational opportunities for active and passive uses, organized and unorganized activities, and for all ages.

B. Encourage the maximum use of parks and recreation facilities.

C. Provide appropriate linkages between new and existing recreational and open space areas.

##### Volunteers

Both North and South St. Anthony Park residents have a history of showing strong support for their parks. Both areas have had park booster clubs for a number of years. The Langford Park Booster Club has been active and involved in recreational programming at Langford. The South St. Anthony Park Booster Club, although it has played a role in the past, is not active at this time. The district council is in favor of continuing the tradition of strong booster clubs.

*46. The Langford Park and South St. Anthony Park Booster Clubs should be strengthened and maintained.*

District residents would like to volunteer their time to maintain and expand recreational opportunities in St. Anthony Park. It is their understanding, however, that this is not likely to happen without insurance coverage for those who volunteer. The city has thus far deemed city provision of such insurance as unlikely. Residents feel the city should seriously consider the provision of insurance coverage to park volunteers as an innovative way to encourage volunteer participation.

47. The city should provide insurance coverage to parks and recreation volunteers. Such coverage might include the following provisions:

a. Specific exposure limits, so that the city would only be held for a certain set amount of money damages;

b. Indication that the city is not liable for any claims or judgments which may be covered under the volunteer's own liability or car insurance.

#### Langford Park

Some of the needed improvements at Langford Park have been completed in recent years, but there are a number of significant projects left to be done. In addition, a number of mature trees were lost to Dutch elm disease during 1977 and 1978. Correction of these deficiencies will enable the community to take full advantage of this significant asset.

48. Encourage volunteer participation in maintenance and improvements at Langford Park.

49. The district council should encourage community residents to take part in tree planting at Langford Park.

The Langford Park Recreation Center building has been a cause of concern to district residents for several years. Residents have found that the building does not function well for recreational purposes.

50. The city should make improvements to the building's lighting and heating systems and increase the lighting of the outdoor play areas. As a long term goal, the city should replace the Langford Park building with a new facility, if possible.

South St. Anthony Park Recreation Center  
South St. Anthony Park Recreation Center was expanded and a new recreation building was completed in the past few years. The community is concerned that the recreation center continue to be well maintained.

51. Maintain the South St. Anthony Park Recreation Center with the use of volunteers.

#### Green Grass (Hampden) Park

Green Grass Park has become the activity center of the South St. Anthony Park neighborhood. Nearby residents don't want to alter the passive nature of the park, but they feel that several improvements are warranted. Funds were included in the 1983 Capital Improvements Budget for such work, which should be linked to the redesign of Raymond Avenue (see previous Transportation Section).

52. The community should work with the Parks and Recreation Division to reorganize spaces, realign the pathways, and provide landscaping and planting at Green Grass (Hampden) Park, in conjunction with a narrowing of Raymond Avenue.

#### College Park

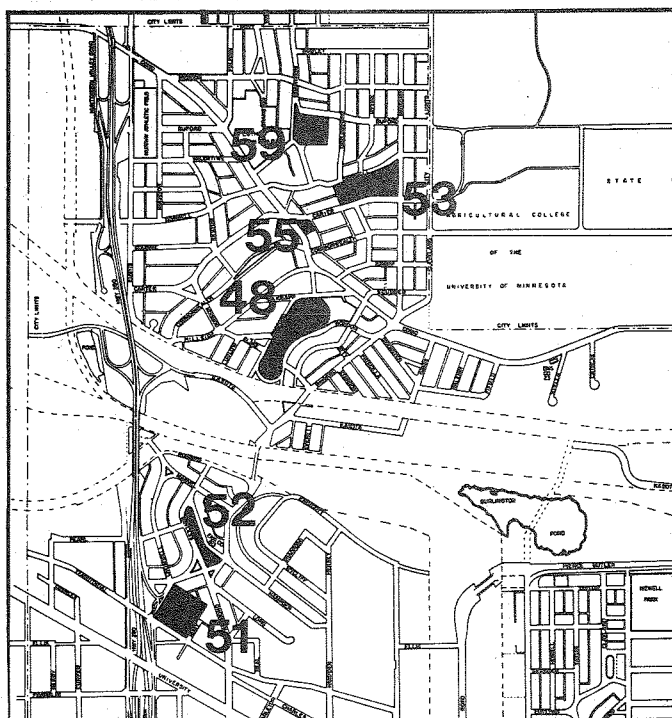
The steep banks at College Park are periodically subject to erosion. This situation should be improved without substantially altering the character of the park.

53. The community should work with Parks and Recreation to solve the erosion problem at College Park.

#### Bicycle Paths

Facilities for bicyclists are an important part of the recreational facilities of the community. Many of the college students in the district travel by bike regularly during warm weather months. Since most proposed bicycle paths are along existing rights-of-way, this discussion is included with other transportation recommendations in the Bicycles Section of this plan.

FIGURE P RECREATION AND  
COMMUNITY FACILITIES



- 48. Encourage volunteer participation in maintenance of Langford Park.
- 51. Maintain South St Anthony Park Recreation Center with use of volunteers.
- 52. Make improvements at Green Grass (Hampden) Park
- 53. Work to control erosion at College Park.
- 55. Retain the St Anthony Park Library.
- 59. Keep Murray as a Junior High School.

**Recreational Programming for Youth**  
An adequate recreational program for youth interests many community groups. Retrenchment in city resources has prompted a concern that new neighborhood resources, to supplement those the city can provide, may be required to meet this need.

**54. The council should:**

*a. Be aware of city recreational programming and resources committed to District 12 youth;*

*b. Monitor the effectiveness of the program; and*

*c. Encourage the cooperative and supplemental development of neighborhood resources as they may be needed.*

## COMMUNITY FACILITIES

### Objectives

A. Retain the St. Anthony Park Library as a significant community landmark and center.

B. Encourage the use of existing community centers by all segments of the population, and develop facilities and programs to fulfill needs that are currently unmet.

### St. Anthony Park Library

Community residents feel a strong sense of pride in their neighborhood library. They have demonstrated this pride by an unusual amount of support over the years. The St. Anthony Park Library Association was first formed in 1932. Residents are concerned for the library as an institution as well as a community center.

City budget cutbacks have resulted in the reduction of staffing levels and hours of operation throughout the library system. Current discussions involve the closing of some branch facilities. St. Anthony Park residents value the history, the appearance, and the compatibility of their library, and use it heavily. They feel that any needed physical improvements can be made to the present building. For instance, the building has no reasonable access for persons confined to a wheelchair. Barrier-free buildings are essential for handicapped persons to function normally in an urban environment.

**55. The city should retain the existing St. Anthony Park Library building.**

56. *The council should work with the Department of Community Services to improve the function of the building and to control maintenance costs. Barrier-free access for the handicapped should be provided.*

Library hours were reduced as part of city budget cutbacks during 1978. Some hours were restored in January 1979, so that the St. Anthony Park Library is presently open two nights a week until 9:00 p.m., but not at all on Saturdays. The library is used during the evening hours by a large proportion of professional workers and students who can't use it during the day.

57. *Community Services should keep the St. Anthony Park Library open one additional evening until 9:00 p.m. and on Saturdays by increasing hours, changing morning hours to evening, or soliciting community volunteers, as necessary.*

#### Community Centers

The library, Langford Park, South St. Anthony Park Recreation Center and Seal Hi-rise have facilities available for community meetings and activities.

These centers are conveniently located and serve the district well. But there are very few activities here or elsewhere for those of junior high age, and there is a strong need. Residents feel needed flexibility in programming and hours of operation can be achieved through the use of volunteers.

58. *The community council should work with the community groups and director of Langford Park and the South St. Anthony Park Recreation Center to schedule more activities for young teenagers through the use of volunteers.*

#### EDUCATION

##### Objectives

A. Retain the public facilities located in the district.

B. Promote quality programs to keep families in the public schools.

C. Encourage formal and informal programs in continuing and community education.

#### School Facilities

Community residents realize that their schools lie outside the jurisdiction of the city government, and that the School District is the responsible governmental unit. In light of this, the City is not being asked to adopt the citizens' school facilities recommendations, but the schools are seen as such a vital component of the district, that they cannot be ignored in this document.

Murray Junior High School is attended by a high proportion of students in the district. But the combination of rapid enrollment declines and state desegregation requirements has led the St. Paul Board of Education to consider closing additional elementary and secondary schools, including Murray. Test scores and other indicators have historically shown Murray to be one of the best city schools, despite its small size. Residents feel strongly that Murray should be retained in the district.

59. *Keep Murray as a junior high school.*

St. Anthony Park Elementary School has served all of District 12 since Baker School was closed in 1972. Because of its location in the city relative to other elementary schools, it has not been recommended for closing in the foreseeable future.

#### School Programs

Independent of any decision on school facilities, the programs that are offered and the level of cooperation among parents, students, and teachers are the most important attributes of a school. Unfortunately, discussions

about school closings have frequently pitted neighborhood against neighborhood. Since the children from these areas will probably end up at the same facility, wherever it may be, it is important that harmony and cooperation are promoted. Children can be the victims of their parents' arguing.

St. Anthony Park Elementary School is one of the Apollo Cluster schools. Students can attend other schools in the cluster that emphasize particular skills and talents. If one or more Apollo schools are forced to close, it is important that the range and quality of programs remain high. This also emphasizes the need for cooperation.

*60. Work with other areas in advance of school consolidations to ensure the continuation of quality programs at all levels.*

## POLICE

### Objectives

A. Work with the Police Department to provide better police services.

B. Encourage education in crime prevention techniques.

C. Work to reduce all types of crime, particularly vandalism, burglary and other crimes against property.

### Patrol Issues

Because of its location in a corner of the city and its historically low crime rate in relation to other parts of the city, police patrols in District 12 have always been infrequent.

The change to the two police areas early in 1982 reduced the distance to a police headquarters, but the district is still almost three miles away from the headquarters at Dale and University.

Because the police area is so vast and neighborhoods with heavier crime activity are located in the eastern portion, District 12 can't logically recommend a new, closer headquarters. But community residents desire increased contact with the police and as much coverage of the district as is possible.

*61. The Police Department and the district council should sponsor increased contact and communication between police officers and community residents, through a liaison officer assigned by the Police Department.*

### Crime Prevention

In response to a district increase in the occurrence of burglaries in the late 1970s, community residents organized a Crime Watch Program. There are about 125 block workers in both North and South St. Anthony Park. Following the institution of the Crime Watch, burglaries in the areas decreased.

*62. The Crime Watch Program should be encouraged and maintained in the district.*

## FIRE AND EMERGENCY SERVICES

### Objectives

A. Eliminate the causes of fire hazards.

B. Provide prompt fire and paramedic services to all areas of the district.

### Fire Services

The district is very well served by fire and emergency facilities, with two of the city's 16 stations in its boundaries. The new station on Como Avenue, three blocks east of Cleveland/ Raymond, replaced the 1894 building at Raymond and Hampden in 1978. The station on University Avenue near Vandalia is well located to reach the industrial area.

Residents have expressed concern over unnecessary fire hazards at certain area industries. The Hasset/Locto Oil Company (791 Hampden), the Mobil Oil plant (606 Vandalia), and Worum Chemical Company (2130 Kasota) are potentially volatile. The St. Paul Fire Marshal regularly inspects all such facilities, and indicates that hazards are in most cases adequately controlled. Most buildings are well constructed, the street network serves as a barrier to spreading flames, and the water system is good.

## ORGANIZATIONS AND COMMUNICATIONS

### Objectives

A. Inform district residents, owners, proprietors, and customers of matters that concern them.

B. Provide opportunities for interested persons to participate in decisions on changes in the community.

C. Increase awareness of the activities of the district council.

### Awareness of Organizations

"Grass roots" community organizations help to draw people together and contribute to a highly desirable aspect of urban living. Persons tend to become involved in an organization because of an immediate issue that affects them personally. But a substantial number of district residents are active in one or more groups mainly because of a sense of pride in their community as a whole.

The St. Anthony Park Association is one of the oldest neighborhood groups in the city, being chartered in 1947 and having roots back to nearly the turn of the century. The South St. Anthony Park Association grew from the Project Area Committee that was formed as part of the Neighborhood Development Program in the late 1960s and early 1970s. The Midway Civic and Commerce

Association has represented businesses and industries along and near University Avenue in St. Paul and Minneapolis since 1919. In addition, residents are active in the St. Anthony Park Arts Forum, the Langford Park Booster Club, the St. Anthony Park Library Association, the "Park Bugle" Board of Directors, and other district groups.

An ongoing objective of the district council is to increase awareness of its activities. This is done through a permanent office at 2380 Hampden Avenue, a full-time community organizer, numerous mailings to interested persons, and a page in the "Park Bugle" monthly newspaper. The "Park Bugle" is a non-profit newspaper, organized by community residents in the summer of 1975. Residents feel it provides valuable communication, as it is distributed to each household in the district, and contains a community calendar, along with district news.

*63. Delegates to the District 12 Community Council should increase their efforts to inform their constituencies of district activities.*

*64. The "Park Bugle" should be encouraged to continue the communicative role it plays in the district.*

## SOCIAL SERVICES

### Objectives

A. Increase awareness of existing social services available to district residents.

B. Encourage and support a broad range of needed social services to all segments of the population.

### Services to the Elderly

Approximately one in eight district residents is over age 65. A current goal of national, state and local government is to decrease the costly trend

toward institutionalization of the frail elderly and to increase home-based services which permit older persons to remain independent and in their own homes. Believing that local neighborhood residents (professional and lay) can provide the most personal and cost effective services, the District 12 Council has encouraged the formation of the St. Anthony Park Block Nurse Program to provide the range of services needed, from professional nursing to home-making to peer counseling, in order to enable persons to remain in their own homes. Both the staff and the trained volunteers reside in the neighborhood. The District 12 Council has responsibility for recruiting and training volunteers and for serving, through representatives, on the Block Nurse Advisory Board.

*65. The district council should work with area service providers and especially the St. Anthony Park Block Nurse Program to improve services to the elderly. Examples include the recruiting, training, and coordinating of volunteers in support of the Block Nurse Program, the formation of support groups, the delivery of meals, the organization of chore services such as snow shoveling, and the provision of information and referral services.*

#### Day Care

Because of the high proportion of working parents in the district, there is a strong need for day care services for many families. There is only one day care center located in the district, Wee Care Day Care. Although about 50 children are enrolled at Wee Care, most are not community children. As an auxiliary of Luther Theological Seminary, the center only accepts community children after the needs of the seminarians have been met. Only about one-fourth of Wee Care's enrollees live in District 12. Other pre-school day care is supplied by private, in-home providers. In addition, there are several neighborhood

nursery programs. However, residents feel that as the trend toward working parents continues, additional day care facilities may be warranted.

*66. The district council should monitor the need for additional day care facilities and encourage new facilities when appropriate.*

The Latchkey program was started at St. Anthony Park Elementary School in the fall of 1977, after a community survey showed it was needed. The first such program in the city, parents leave their elementary-age children before normal school hours and pick them up after work. The children are occupied with activities appropriate for their age.

The St. Anthony Park program was an immediate success. Currently an average of 50 children are enrolled, and four-year olds are now admitted as well. The program is almost entirely supported by parents' fees. Residents feel it is important that the program remain in District 12.

*67. Keep the Latchkey program in the community.*

#### Information About Social Services

A directory of available services to the district has been compiled under council direction and distributed throughout the community. This was undertaken in response to previously expressed need and will only remain useful if updated regularly.

*68. The council should maintain and update the neighborhood service directory in District 12 as appropriate.*

#### Services to Youth

In addition to an adequate recreational program (discussed under Parks and Recreation), jobs are desired by some youth to provide spending money and to use their time constructively. A

Job Bank was established at one time, through the cooperative effort of the South St. Anthony Park Recreation Center Director and the council, and served the chore needs of senior citizens and the job interests of youth.

*69. The council should continue to look for ways to serve the needs of youth through community-based jobs.*

## HEALTH

### Objectives

A. Ensure that the health needs of all community residents are adequately met.

B. Increase awareness of existing health services available to district residents.

### Health Needs

A great majority of residents of District 12 are provided the health care they need. Major employers, including the University of Minnesota, make available clinics and group coverage for their employees. One such facility, Group Health Plan, has a large clinic at Como and Eustis. Clinics for elderly and low income persons are open to District 12 residents at Seal Hi-rise and the Lyngblomsten Community Senior Center. Health screening, referral and monitoring by a registered nurse are available daily at Lyngblomsten, while the service at Seal Hi-rise, sponsored by the University of Minnesota, is open on the second Wednesday of each month only.

With the increasing costs of medical care and nursing home placement for the elderly, it is necessary that health and social services be provided that are directed at keeping people in their own homes or in the most independent situation feasible. The Pre-Admission Screening and Alternative Care Program, begun in Ramsey County in March 1982, will be an invaluable resource in the next few years. The St. Anthony Park Block Nurse Program, implemented in June 1982, coupled with the planned Homemaker/Chore Service and Peer Counseling, are services that will almost certainly prove to be very helpful and cost-effective. Coordination of community resources, public and private, will be essential.

*70. Maintain and update a directory of health and social services available to residents of District 12.*

*71. Provide a local Information and Referral Service and, in addition, publicize the Red Cross Information and Referral Service.*

*72. Continue development of community resources directed at health needs, especially of elderly.*

*73. Coordinate community health resources through the District 12 Council.*